



# **INDOT State Rail Plan**

# **Virtual Stakeholder Meeting**

Summary Report – May 19, 2021





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## Agenda

Project: INDOT State Rail Plan

Subject: Virtual Stakeholder Meeting #3

Date: Wednesday, May 19, 2021

Location: Webex Virtual Meeting

Attendees: Total: 94 | A full list of attendees is available in **Appendix C**.

### 1.1 Meeting Details

This meeting was held virtually on Webex and gave rail stakeholders an update on the finalized INDOT State Rail Plan. This was an opportunity for participants to talk to the project team in an open discussion and have their questions answered.

HDR's Keith Bucklew and Ameerah Palacios facilitated the meeting. The full presentation is detailed in **Appendix A**.

Date	Time	Location
May 19, 2021	1 p.m. to 3 p.m.	Webex Virtual Meeting

### 2.1 Meeting Manager

Ameerah Palacios, Strategic Communications Project Manager

### 3.1 Project Team

Staff	Responsibility
Kristin Brier, INDOT	Attendee
Bridgette Hail, INDOT	Attendee and Opening/Closing Remarks
Venetta Keefe, INDOT	Attendee and Respondent
Keith Bucklew, HDR	Presenter
Matt Van Hattem, HDR	Presenter
Ameerah Palacios, HDR	Facilitator, Production and Scribe



## 4.1 Meeting Agenda

Agenda	Time	Facilitator
<b>Welcome</b>	1 p.m.- 1:05 p.m.	Keith Bucklew and Bridgette Hail
<b>Recap of Stakeholder Outreach</b>	1:06 p.m. - 1:11 p.m.	Keith Bucklew and Ameerah Palacios
<b>State Rail Plan Updates</b> <ul style="list-style-type: none"><li>• Passenger Rail: Improvements and Investments</li><li>• Freight Rail: Improvements and Investments.</li><li>• Institutions, Rail Service Funds and Investment Program</li></ul>	1:12 p.m. - 2:15 p.m.	Keith Bucklew and Matt Van Hatten explained State Rail Plan content with charts and graphs that share information about the current state of Indiana's Rail System.  Ameerah Palacios facilitated poll questions for each topic using Webex Polling.
<b>Q&amp;A and Discussion</b>	2:16 p.m. - 2:40 p.m.	Keith & Ameerah & INDOT
<b>SRP Progress and Schedule</b>	2:41 p.m. - 2:43 p.m.	Keith Bucklew
<b>Next Steps and Adjournment</b>	2:43 p.m.- 2:45 p.m.	Keith Bucklew

## 5.1 Recap of Stakeholder Outreach

Keith Bucklew presented recaps from previous stakeholder meetings, which gave an overview of the State Rail Plan purpose and process. Ameerah Palacios facilitated highlights of the State Rail Plan survey results.

## 6.1 State Rail Plan Updates

Keith Bucklew and Matt Van Hatten will discuss additional updates for the State Rail Plan chapters:

- Passenger Rail: Improvements and Investments
- Freight Rail: Improvements and Investments.
- Institutions, Rail Service Funds and Investment Program

Presenters facilitated questions to attendees about passenger rail projects and freight rail trends in Indiana. Responses are summarized in the chat log, **Appendix B**.



### 7.1 Q&A and Discussion

Keith Bucklew, Ameerah Palacios, and INDOT representatives opened up the floor up to participants to answer questions specified in the virtual meeting chat log in **Appendix B**. Answers varied in clarifying project specific details and making note of participant comments, as referenced in the chat log.

### 8.1 State Rail Plan Progress and Schedule

Keith Bucklew shared the next steps for the project timeline and completion, reminding attendees of ways to stay engaged and involved. The project is set to conclude in September 2021.

### 9.1 Next Steps and Adjournment

HDR's Keith Bucklew and INDOT representatives thanked participants for attending the meeting and promptly adjourned around 2:11 p.m. (EST).



## **Appendix A: Webex Virtual Stakeholder Meeting Presentation**



# INDOT State Rail Plan Updates on Passenger and Freight Rail Improvements and Investments

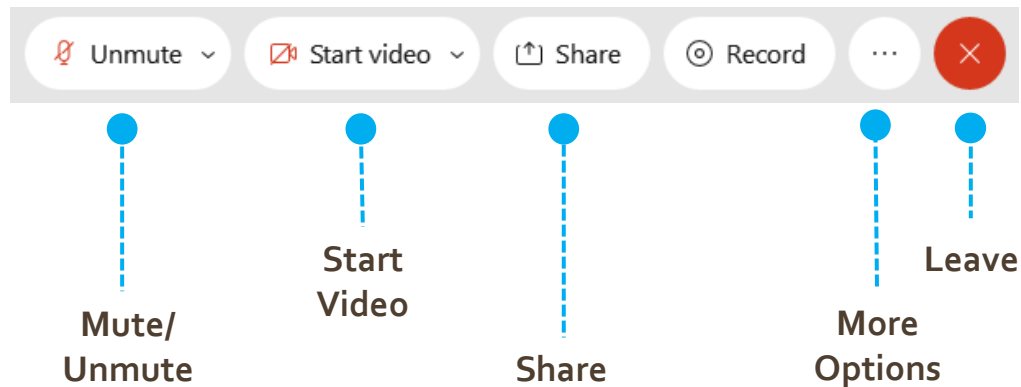
Virtual Meeting  
5/19/2021



# Welcome!

The presentation will begin shortly.

*If you are new to Webex, please take note of some of the functions below.*



To help this meeting run as smoothly as possible, please consider the following tips:

- If you have a question type it **in the chat box** and the facilitator will address
- Be sure to **mute your microphone and your phone**
- If others in your house are using streaming services, consider asking them to **pause for the duration of the presentation**
- **Turn off your VPN** for the duration of the presentation to help with speed and bandwidth



# Agenda

1. **INDOT Welcome**
2. **Recap of Stakeholder Outreach**
3. **State Rail Plan Updates:**
  - Passenger Rail: Improvements and Investments
  - Freight Rail: Improvements and Investments.
  - Institutions, Rail Service Funds and Investment Program
4. **Q&A and Discussion**
5. **State Rail Plan Progress and Schedule**
6. **Next Steps and Adjournment**

# Recap of Stakeholder Outreach

INDOT STATE RAIL PLAN VIRTUAL MEETING





# Outreach Recap

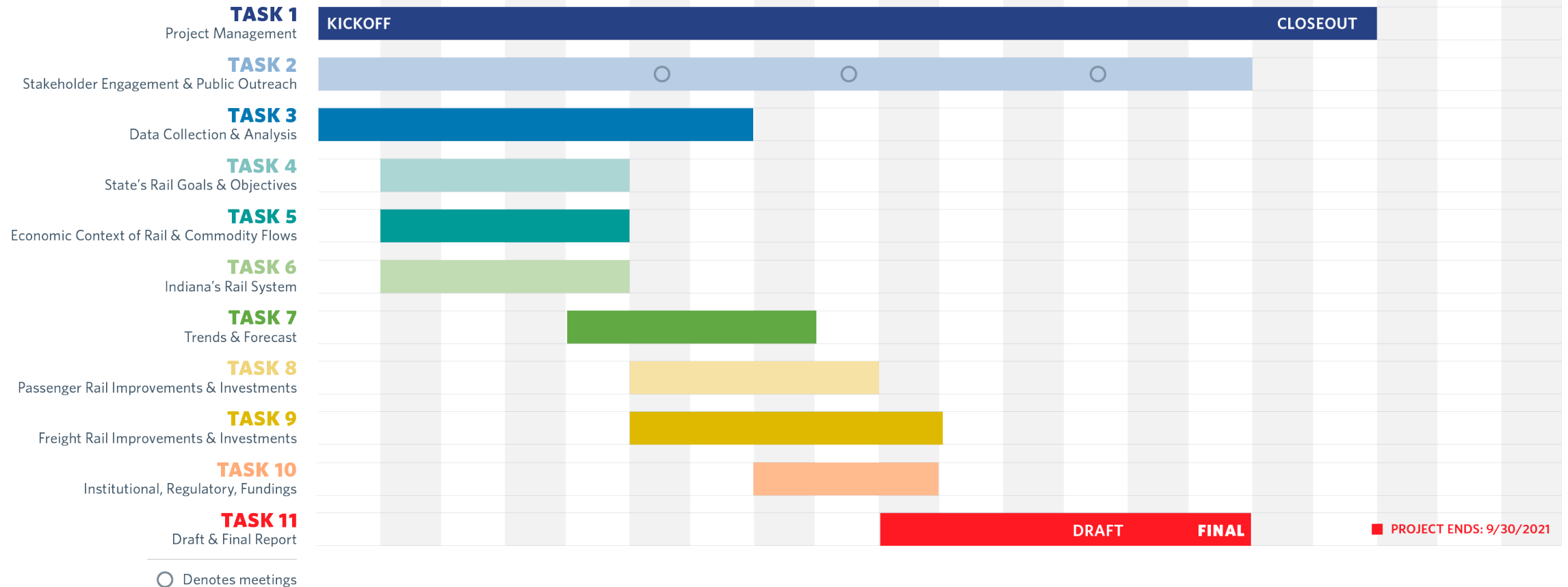
## INDOT's State Rail Plan:

- Updated every four years
- Guides the improvement of freight and passenger rail investments in rural and urban areas throughout the Hoosier state
- Supports efforts to provide a safe, efficient and convenient rail transportation system for all Indiana residents



# Indiana State Rail Plan

(November 2019–April 2020) Contract & SOW Prep





# Outreach Recap



## Two Virtual Meetings, Oct. 2020 and Jan. 2021

- > 60 participants each meeting
- Hundreds of comments and responses to poll questions received
- Insights on passenger and freight rail priorities and values



# State Rail Plan Online Survey

## Completed in Fall 2020

- More than 1,000 completed surveys
- Overall, 2,318 responses

### Indiana Department of Transportation State Rail Plan Survey

#### Introduction

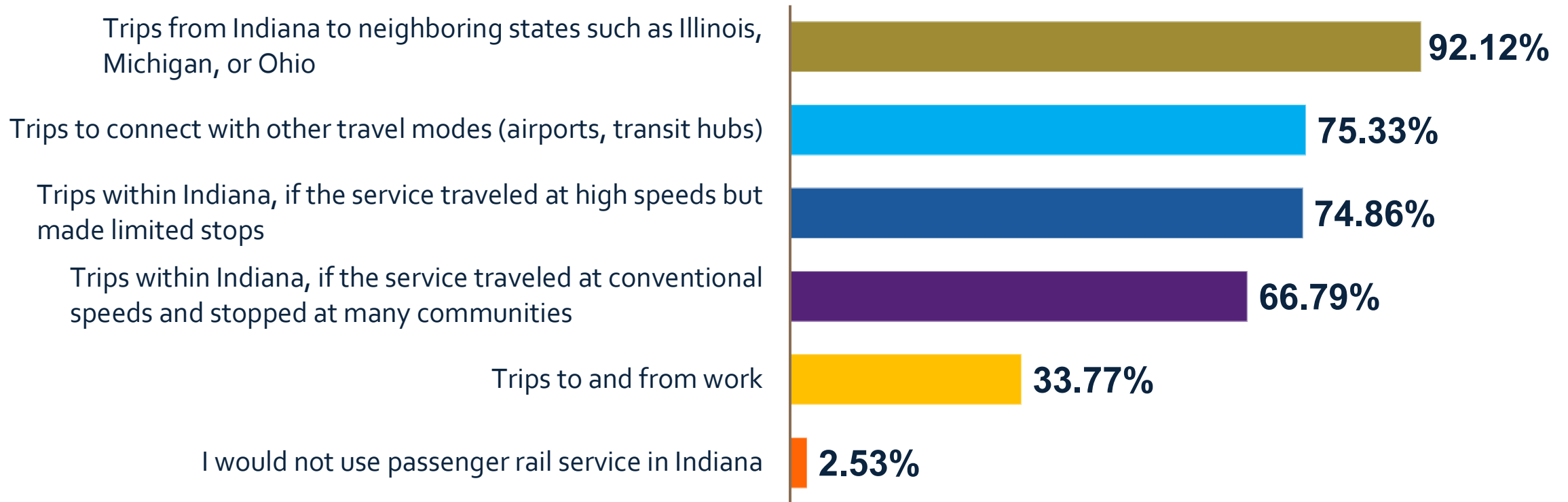
This year, the Indiana Department of Transportation is updating their State Rail Plan. This State Rail Plan will identify proposed improvements in urban and rural areas to benefit the movement of people and goods through these areas. The SRP outlines freight and passenger rail planning activities that will achieve the objective for the state to provide a safe, efficient and convenient transportation system to Hoosiers.

The SRP is a way to connect all of these initiatives and allow them to move toward a common goal of optimal rail transportation in the state. In addition, the SRP will guide INDOT's investment decisions to maintain and improve the rail transportation system, to support the movement of freight and passengers in Indiana, and ultimately strengthen the state's economy and raise the quality of life for its citizens.

The development of a comprehensive SRP offers an opportunity for INDOT to accurately define what the rail system in the state looks like today and what it can look like in the future.

Q13:

If passenger rail service was introduced or expanded in the region where you live, what types of trips would you consider taking on the train? Please select all options that apply.



**Q31:****Please select your top five concerns related to freight rail transportation in the state:**

Answer Choices	Response Percent	Responses
Abandonment/shrinkage of the rail network	66.11%	236
Condition of rail lines	58.26%	208
Availability of rail-served industrial locations for new businesses	43.7%	156
Availability of rail service	42.86%	153
Availability of truck/rail freight transfer facilities	42.3%	151
Increasing train lengths	37.25%	133
Mainline capacity or rail bottlenecks	36.97%	132
Service to smaller shippers	34.17%	122
Precision scheduled railroading practices	33.61%	120
Viability of short line railroads	31.37%	112
Service to industries located on short line railroads	26.89%	96
Speed restrictions on rail lines	24.65%	88
Connectivity to global markets	23.25%	83
Other (please specify)	19.33%	69
Lack of railroad alternatives	12.61%	45
Weight restrictions on rail lines	8.96%	32
	<b>Total Responses</b>	<b>357</b>

Q33:

Please rank the following in terms of benefit to Indiana with "1" being most important and "6" being least important.

Answer Choices	1	2	3	4	5	6
Additional rail access to industrial parks/agricultural facilities/manufacturing plants	26.61% 95	20.45% 73	19.33% 69	14.85% 53	11.48% 41	7.28% 26
Additional rail access to truck/rail transload facilities or ports	7.28% 26	<b>26.33%</b> 94	<b>24.09%</b> 86	16.53% 59	15.97% 57	9.80% 35
Improved rail access to existing rail-served industrial parks/transload facilities/manufacturing plants/agricultural facilities.	7.84% 28	17.65% 63	23.25% 83	<b>23.81%</b> 85	18.49% 66	8.96% 32
Improved rail service to existing rail-served agricultural facilities/industrial parks/ manufacturing plants/ports/transload facilities.	9.80% 35	13.73% 49	15.69% 56	24.93% 89	<b>22.41%</b> 80	13.45% 48
Improved grade crossing safety or elimination	<b>39.50%</b> 141	7.56% 27	8.68% 31	8.68% 31	12.32% 44	23.25% 83
Additional or enhanced rail intermodal services and facilities	8.96% 32	14.29% 51	8.96% 32	11.20% 40	19.33% 69	<b>37.25%</b> 133

# State Rail Plan Updates

INDOT STATE RAIL PLAN VIRTUAL MEETING





# Chapters 5-7



## **Chapter 5:**

Passenger Rail: Improvements and Investments

## **Chapter 6:**

Freight Rail: Improvements and Investments

## **Chapter 7:**

Rail Service Funds and Investment Program

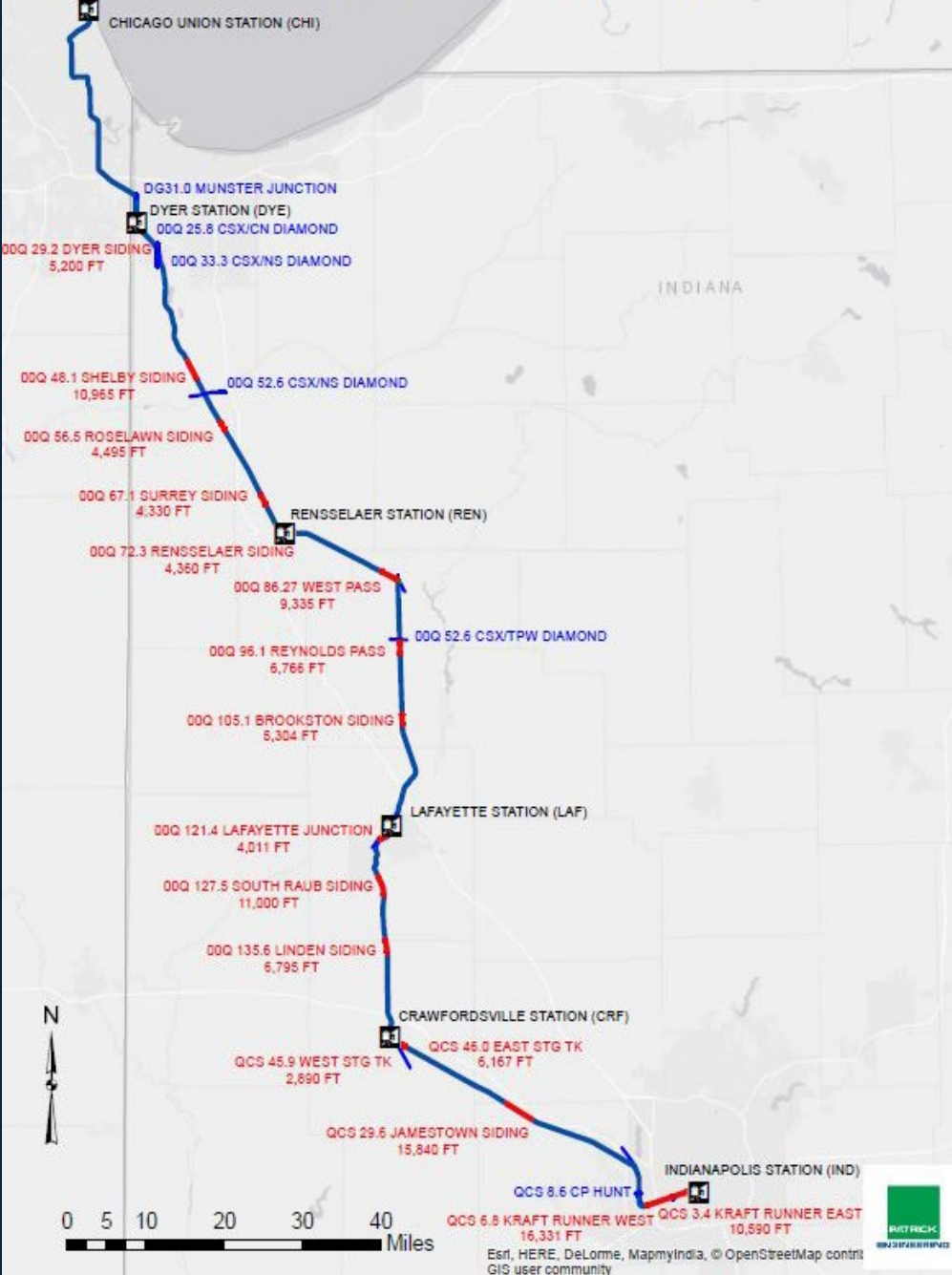
# Passenger Rail: Improvements and Investments

INDOT STATE RAIL PLAN VIRTUAL MEETING





## Intercity Passenger Rail Conceptual Infrastructure Plan Map



## INDOT's Intercity Passenger Rail Conceptual Infrastructure Plan\*

- Exploring the feasibility of reinstating intercity passenger rail service in the corridor between Indianapolis and Chicago.
- Focusing on departure times, trip durations, and frequencies better suited to the Indianapolis-Chicago travel market

### Two conceptual plans:

1. Two daily round trips at the existing maximum authorized track speed of 60 mph, and
2. Two daily round trips with an increased maximum authorized speed of 79 mph

*\*Note: Plan completed by INDOT, Amtrak and Patrick Engineering*

A person with brown hair, wearing large black headphones and a dark jacket, stands on a train platform. They are leaning against a white pillar. In the background, a high-speed train is visible, with its doors open. The scene is set outdoors at a train station.

## Question

**What do you think would be the greatest impact of reinstating passenger rail between Indianapolis and Chicago?**



# Passenger Rail Improvements

## NIPRA's Chicago, IL to Columbus, OH Corridor

- A regional, multi-state effort to re-establish intercity passenger rail service between Chicago and Lima, OH, through Fort Wayne
- Part of a longer rail corridor that would extend from Chicago to Columbus, Ohio

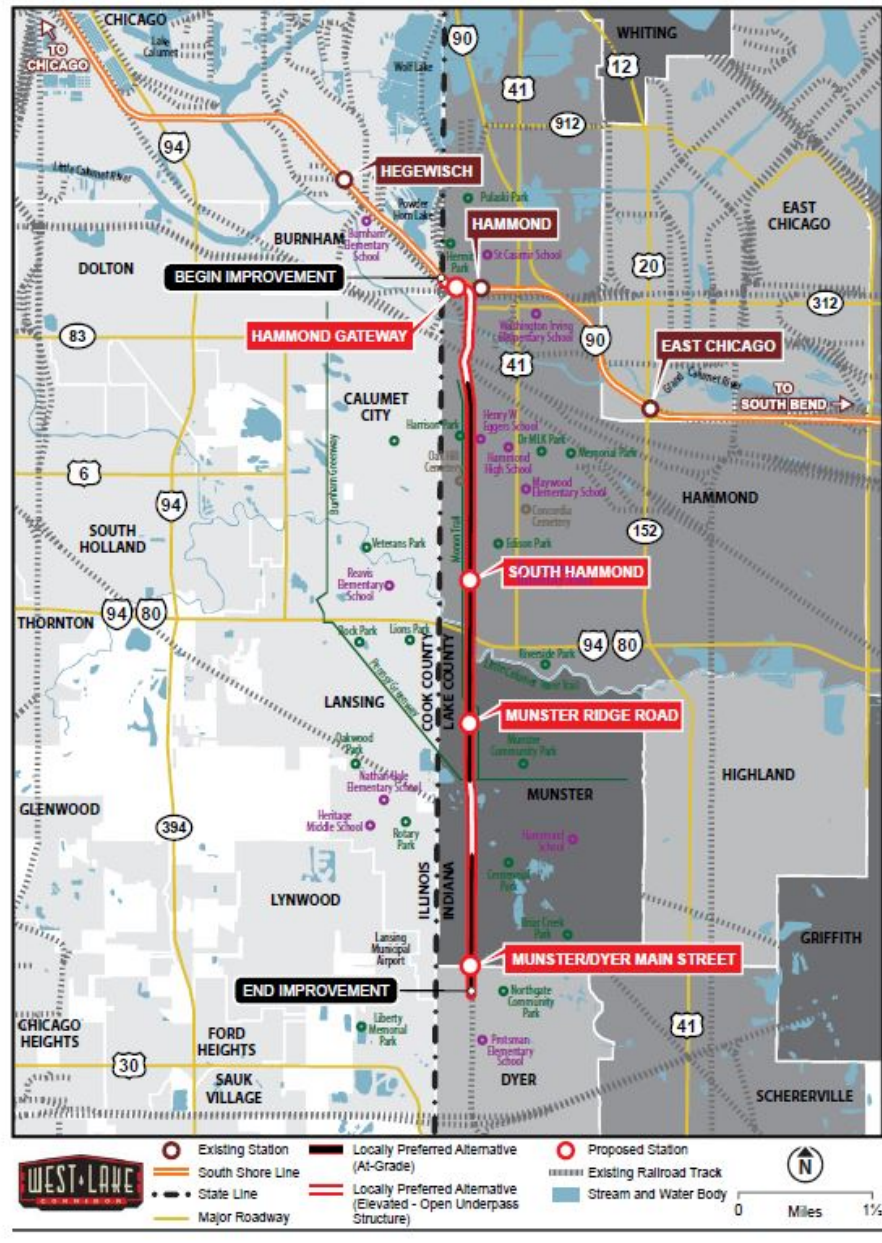
### The purpose of the Project is to:

- Support economic competitiveness with reliable transportation alternatives
- Provide convenient travel access in station city centers
- Provide attractive travel times competitive with autos
- Maintain cost-effectiveness by maximizing use of existing rail infrastructure





## WEST LAKE CORRIDOR PROJECT MAP - HAMMOND, IN TO DYER, IN



## West Lake Corridor Project

- The Federal Transit Administration announced on October 28 a full funding grant agreement to help construct NICTD's West Lake Corridor
- New 8-mile branch of NICTD's commuter rail network extending from Hammond south to Dyer.
- Will attract an estimated 7,120 daily additional boardings on NICTD trains

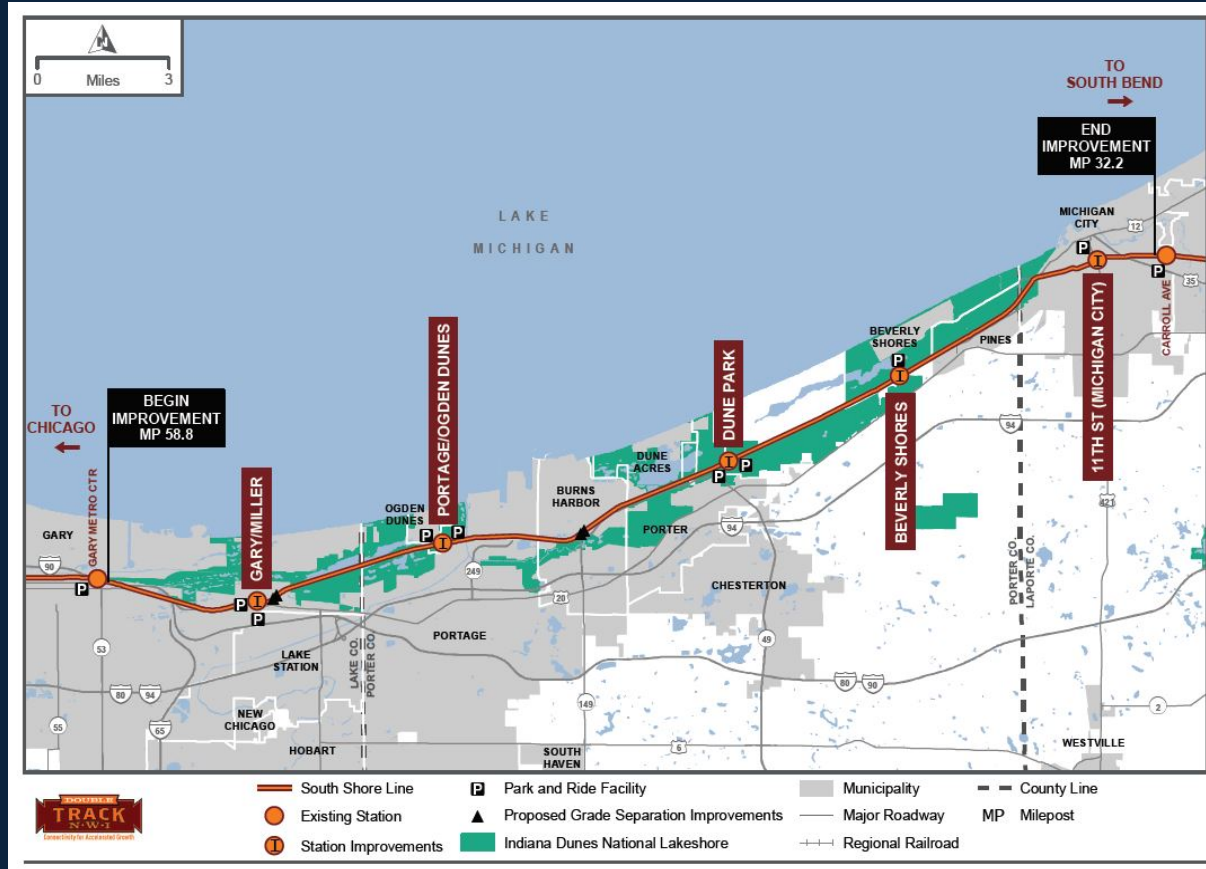
## NICTD's intended goals:

- Increase transportation options for accessing downtown Chicago
- Reduce travel time to downtown Chicago
- Reduce the parking burden at existing transit stations
- Reduce travel costs
- Promote economic development

## Question

**What do you see as the benefits of the new West Lake Corridor project?**





## Double Track Northwest Indiana Project:

- Constructs a second mainline track on the single-track portion of its route between Gary and Michigan City
- Approximately 40% of NICTD's current passenger demand is generated at stations east of Gary, where the line parallels I-90 and I-94.

## Project Benefits:

- Quicker travel times
- Increased service frequency
- Improved reliability
- Less need for temporary busing to get around planned maintenance
- Enhanced safety
- Opportunity for private investment and economic development resulting from faster and more frequent train service.

## Question

**What do you think will be the impact of NICTD's Double Track Northwest Indiana project?**



# NICTD Capital Plan Projects

## Equipment Procurement and Rebuilding Initiatives

- Acquire 58 new cars to replace older cars in existing fleet
- Lease 26 bilevel cars from Metra to expand fleet and add service once the West Lake Corridor and Double Track Northwest Indiana projects have been completed

## South Bend Track Realignment

- Existing low-speed, circuitous alignment adds up to 10 minutes of travel time to and from South Bend
- A 2018 feasibility study identified five alternate alignment options
- NICTD's capital plan includes station and alignment relocation work once a preferred alternative is selected





# Freight Rail: Improvements and Investments

INDOT STATE RAIL PLAN VIRTUAL MEETING



# Freight Rail Proposed Improvements

## Class I Railroads

- CSX:
  - Multiple projects for improving roadway clearances in central Indiana & northwest Indiana
  - Several grade separation projects
  - Several bridge replacement projects
- Norfolk Southern:
  - New siding near Montpelier





# Freight Rail Proposed Improvements



## Class II Railroads

- The Indiana Rail Road Company:
  - Multiple bridges replacements
  - Expansion of Senate Avenue intermodal yard

# Freight Rail Proposed Improvements



## Class III Railroads

- **Hoosier Southern Railroad:**
  - Multiple bridge replacements
- **Louisville & Indiana Railroad:**
  - Two commercial developments, Edinburgh & Jeffersonville
- **Indiana Eastern Railroad:**
  - Cottage Grove Transload Facility, \$750,000
  - Boston Transload Facility, \$1,200,000





# Freight Rail Proposed Improvements

## Industrial Rail Service Fund (IRSF):

- 12 projects, totaling over \$2.5 million
- Bridge improvements
- Rail replacements
- New tie and ballast
- New rail spur/sidings
- For more information visit [www.rail.indot.in.gov](http://www.rail.indot.in.gov)





## Question

What are some other ways INDOT can help improve freight rail in Indiana?



# Rail Service Funds and Investment Program

INDOT STATE RAIL PLAN VIRTUAL MEETING



# Short-Range Investment Program

Stakeholder	Project Name	Project Description and Benefits	Estimated Total Capital Cost	Non-Federal Public Cost	Federal Cost	Funding Sources
NICTD	West Lake Corridor	The West Lake Corridor Project is a 7.8-mile southern extension of the NICTD's existing South Shore Line (SSL) commuter rail service between Dyer and Hammond in Indiana, with four new stations.	\$944,900,000	\$590,300,000	\$354,600,000	Local, State, FTA Capital Investment Grant
NICTD	Double Track NWI	The Double Track Northwest Indiana project involves constructing a second mainline track for 26.6 miles between Gary and Michigan City, upgrading five commuter rail stations including building 9 new station platforms, adding more than 1,300 new parking spaces at stations, and building four new bridges. Benefits include increased safety, greater capacity, and faster travel times for commuter rail passengers.	\$491,000,000	\$318,000,000	\$173,000,000	Local, State, FTA New Starts Capital Investment Grant



# Short-Range Investment Program

Stakeholder	Project Name	Project Description and Benefits	Estimated Total Capital Cost	Non-Federal Public Cost	Federal Cost	Funding Sources
<b>Elkhart County</b>	Elkhart Local TRAX Railroad Grade Separation at Sunnyside Ave./Concord Mall Dr and CR 13	Eliminate the two at-grade railroad crossings and provide a single, grade-separated (overpass) crossing.	\$26,200,000	\$5,240,000	\$20,960,000	Local TRAX Program, Federal, Local Match
<b>INDOT</b>	U.S. 31 & Elkhart Western RR Grade Separation	New bridge at Elkhart Western Railroad	\$24,970,000	\$4,994,000	\$19,976,000	State, Federal

# Short-Range Investment Program

Stakeholder	Project Name	Project Description and Benefits	Estimated Total Capital Cost	Non-Federal Public Cost	Federal Cost	Funding Sources
<b>Fort Wayne</b>	Anthony Blvd/Wayne Trace Grade Separation	Improved safety from grade separated crossing over Norfolk Southern Railroad	\$24,600,000	\$24,600,000	TBD	Local
<b>Terre Haute</b>	8 <sup>th</sup> Avenue Grade Separation	New bridge, 8 <sup>th</sup> Avenue over CSX in Terre Haute	\$18,700,000	\$3,740,000	\$14,960,000	Local TRAX Program, Federal, Local Match

# Short-Range Investment Program

Stakeholder	Project Name	Project Description and Benefits	Estimated Total Capital Cost	Non-Federal Public Cost	Federal Cost	Funding Sources
<b>Elkhart</b>	Hively Avenue Grade Separation	Improved safety from grade separated crossing over Norfolk Southern Railroad	\$17,918,240	\$3,583,648	\$14,334,592	Local TRAX Program, Federal, Local Match
<b>La Porte</b>	Tipton Street Railroad Overpass	New bridge, Tipton Street over Norfolk Southern Railroad	\$8,713,432	\$1,742,686.40	\$6,970,745.60	Local TRAX Program, Federal, Local Match



# Potential Long-Range Investments

## Ongoing Programs:

- Industrial Rail Service Fund Projects (Future Years)
- Railroad Grade Crossing Fund Projects (Future Years)
- Section 130 Rail-Highway Crossings Program (Future Years)

## Improved Passenger Rail Service:

- Indianapolis to Chicago
- Indianapolis to Louisville
- Chicago-Fort Wayne-Columbus





# Have Questions?

INDOT STATE RAIL PLAN VIRTUAL MEETING



# Have More Questions?

## Contact:

Keith Bucklew  
Project Manager, HDR  
[INSRP@hdrinc.com](mailto:INSRP@hdrinc.com)



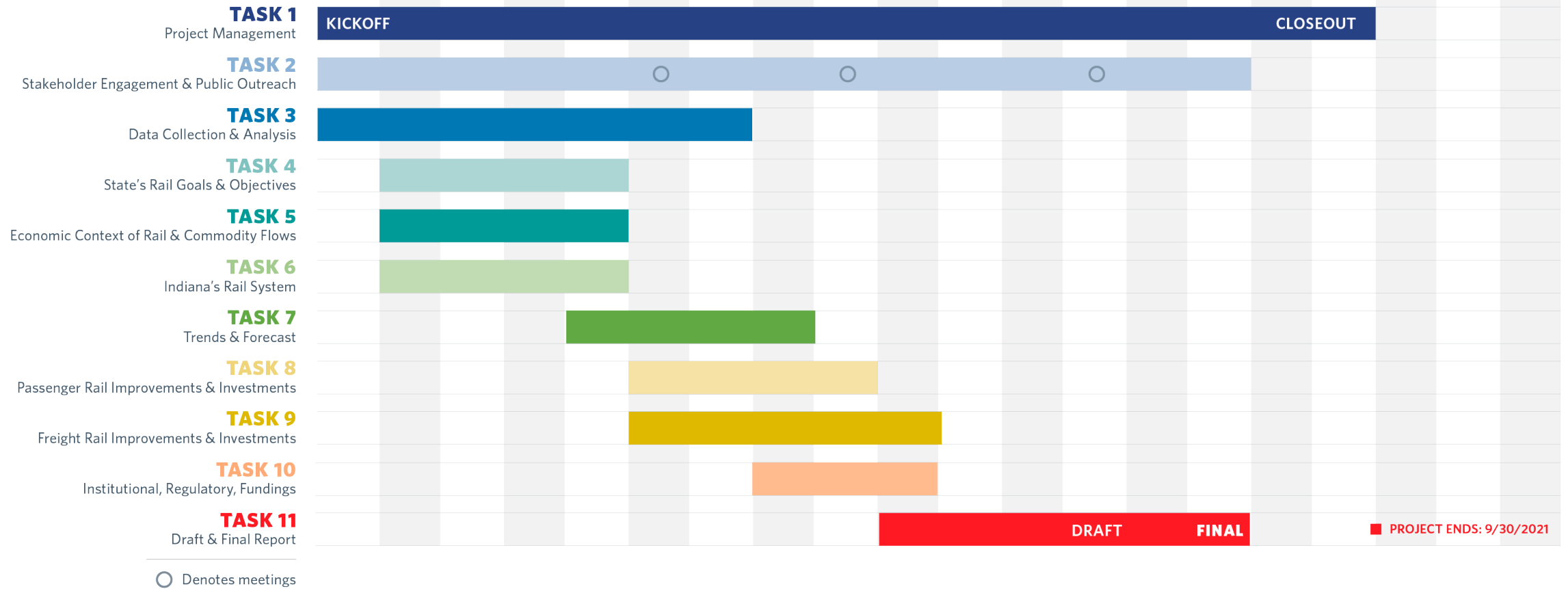
# State Rail Plan Project Schedule

INDOT STATE RAIL PLAN VIRTUAL MEETING



## SCHEDULE: Indiana State Rail Plan

(November 2019–April 2020) Contract & SOW Prep





# Thank you!

Contact Keith Bucklew, Project Manager at HDR:  
[INSRP@hdrinc.com](mailto:INSRP@hdrinc.com)

INDOT STATE RAIL PLAN VIRTUAL MEETING







## Appendix B: Webex Virtual Meeting Chat Log

Each chat message is logged below with the person who sent the message and the timestamp of the message.

**1) From [NAME REDACTED] to everyone: 12:55 PM**

Welcome to INDOT's State Rail Plan virtual stakeholder committee meeting. We'll get started a few minutes after 1 pm. Feel free to share your questions and comments in the chat throughout today's meeting.

**2) From [NAME REDACTED] to everyone: 1:20 PM**

Economic development opportunities.

**3) From [NAME REDACTED] to everyone: 1:20 PM**

Fewer car trips- better for the environment.

**4) From [NAME REDACTED] to everyone: 1:20 PM**

The impact will be the showing that passenger rail can be successful, and it can lead to further improvements and development throughout the state. Similar to Brightline down in Florida.

**5) From [NAME REDACTED] to everyone: 1:20 PM**

It would increase our family's interest in vacation/excursion trips to the Chicago region.

**6) From [NAME REDACTED] to everyone: 1:20 PM**

Resident retention

**7) From [NAME REDACTED] to everyone: 1:20 PM**

This will help to attract young professionals to INDY.

**8) From [NAME REDACTED] to everyone: 1:20 PM**

Young professional attraction

**9) From [NAME REDACTED] to everyone: 1:20 PM**

Economic development, including recruiting and retaining employees. We need to compete with our neighboring states that are making significant investments in passenger rail.

**10) From [NAME REDACTED] to everyone: 1:20 PM**

Continue resident exodus from Chicago

**11) From [NAME REDACTED] to everyone: 1:20 PM**

More intercity commerce.

**12) From [NAME REDACTED] to everyone: 1:20 PM**

Higher quality of life- people can live where they want and still work in Chicago as long as there is Wi-Fi on the trains.



**13) From [NAME REDACTED] to everyone: 1:20 PM**

More business expansion opportunities

**14) From [NAME REDACTED] to everyone: 1:20 PM**

Reduced congestion on I-65.

**15) From [NAME REDACTED] to everyone: 1:20 PM**

Economic development, partnership opportunities

**16) From [NAME REDACTED] to everyone: 1:20 PM**

It would also support business travel to Indiana communities for my firm and others

**17) From [NAME REDACTED] to everyone: 1:21 PM**

Allow folks that need an alternate form of transportation to make the trip.

**18) From [NAME REDACTED] to everyone: 1:21 PM**

Improved transportation options and an environmentally sustainable mode of transit.

**19) From [NAME REDACTED] to everyone: 1:21 PM**

Being able to take advantage of Chicago entertainment

**20) From [NAME REDACTED] to everyone: 1:21 PM**

Will help to promote foreign direct investment around INDY with a mode that international business is familiar with using.

**21) From [NAME REDACTED] to everyone: 1:21 PM**

Colleges along the route would benefit.

**22) From [NAME REDACTED] to everyone: 1:21 PM**

It will definitely support economic development in Lafayette/west Lafayette in connecting Chicago and Indy to our regional E-D. Purdue population significantly uses connection to Chicago also.

**23) From [NAME REDACTED] to everyone: 1:21 PM**

Need to build walkable communities at train station nodes along route.

**24) From [NAME REDACTED] to everyone: 1:22 PM**

Potentially a HUGE benefit (business and leisure) if it can compete with time it takes to travel to Chicago by air.





**25) From [NAME REDACTED] to everyone: 1:22 PM**

Much more pleasant than driving I-65

**26) From [NAME REDACTED] to everyone: 1:22 PM**

From This improved rail service will also help all communities along the corridor with increased service and increased travel related commercial retail activity

**27) From [NAME REDACTED] to everyone: 1:22 PM**

Work with IndyGo for TOD and multi modal

**28) From [NAME REDACTED] to everyone: 1:22 PM**

If the service is more efficient, the opportunities are plentiful. Should consider creating in and around the station stops transit oriented development opportunities like we are doing on the NWI Rail Projects. I think it's imperative to create and posture this as a value approach. Make this bigger than just the capital rail—it's about the opportunities by which connectivity flow down towards and around. Quality of life and ease of access are critical.

**29) From [NAME REDACTED] to everyone: 1:22 PM**

Cubs fans will be excited and use the service!

**30) From [NAME REDACTED] to everyone: 1:24 PM**

This plan would also be very advantageous for connecting to the existing Amtrak service in Waterloo, just north of Fort Wayne. (could be connected with Uber, buses etc.)

**31) From [NAME REDACTED] to everyone: 1:26 PM**

QUESTION: What do you see as the benefits of the new West Lake Corridor project?

**32) From [NAME REDACTED] to everyone: 1:26 PM**

Reduce road congestion

**33) From [NAME REDACTED] to everyone: 1:27 PM**

More connectivity to NICTD

**34) From [NAME REDACTED] to everyone: 1:27 PM**

Revitalization of the NW Indiana area.



**35) From [NAME REDACTED] to everyone: 1:27 PM**

Further improvements and connections to the state benefiting commuters, residents, and even those who choose to drive.

**36) From [NAME REDACTED] to everyone: 1:27 PM**

Will there be opportunity to respond to the Chicago-Fort Wayne-Columbus project?

**37) From [NAME REDACTED] to everyone: 1:27 PM**

Significant economic development withing walking distance of station points.

**38) From [NAME REDACTED] to everyone: 1:27 PM**

Attracting ToD near stations with added benefits related to increased economic activity

**39) From [NAME REDACTED] to everyone: 1:27 PM**

WL is all about population growth and renewed economic opportunities for the communities along the line. The econdev opportunities were the rationale why this money was committed by RDA, State, etc.

**40) From [NAME REDACTED] to everyone: 1:27 PM**

Hammond passenger transfer station will likely increase ridership because it may be equal to or better than auto.

**41) From [NAME REDACTED] to everyone: 1:27 PM**

Better connectivity to areas along the new corridor, opening up new areas for residential development. Should have been done decades ago.

**42) From [NAME REDACTED] to everyone: 1:28 PM**

Being a more attractive area to settle vs. the higher cost areas to the west and north of Chicago.

**43) From [NAME REDACTED] to everyone: 1:29 PM**

Is there a gameplan of transportation for passengers to and from Amtrak station and NICTD station in

**44) From [NAME REDACTED] to everyone: 1:29 PM**

Are there plans to connect the new West Lake Corridor to the CSX line to Indy?

**45) From [NAME REDACTED] to everyone: 1:29 PM**

Dyer?





**46) From [NAME REDACTED] to everyone: 1:32 PM**

QUESTION for everyone: What do you think will be the impact of NICTD's Double Track Northwest Indiana project?

**47) From [NAME REDACTED] to everyone: 1:33 PM**

Improved service will increase ridership and TOD opportunities

**48) From [NAME REDACTED] to everyone: 1:33 PM**

Far fewer delays! Improved efficiency, predictability.

**49) From [NAME REDACTED] to everyone: 1:33 PM**

Economic development, making NW Indiana a more attractive place to live.

**50) From [NAME REDACTED] to everyone: 1:33 PM**

It will help transform Michigan City

**51) From [NAME REDACTED] to everyone: 1:33 PM**

Continued reduction of stress placed upon the Borman Expressway.

**52) From [NAME REDACTED] to everyone: 1:33 PM**

Increased users of the rail option, rather than drive

**53) From [NAME REDACTED] to everyone: 1:33 PM**

Increased capacity, usage and further proving to riders and citizens that passenger rail is a viable and far more convenient and efficient option for mass transit.

**54) From [NAME REDACTED] to everyone: 1:33 PM**

Increase reliability for those who use it to get to work, allowing for additional TOD opportunities across the line in some of the communities.

**55) From [NAME REDACTED] to everyone: 1:34 PM**

I gave up driving into Chicago decades ago. These improvements will vastly increase ridership as travel times compete well with auto travel times

**56) From [NAME REDACTED] to everyone: 1:34 PM**

Decreased travel time will expand the circle of feasible commute to and from Gold Coast. Increasing home prices and merchant access farther into Northwest Indiana



**57) From [NAME REDACTED] to everyone: 1:34 PM**

The double track project will increase rail capacity which in turn will improve commuter times and make the area more appealing location to live for people with jobs in Chicago.

**58) From [NAME REDACTED] to everyone: 1:34 PM**

It will open upon communities along the DT line and in close proximity to it a more realistic ability to live in Indiana and maintain their work in Chicagoland. It will also provide make Michigan City (and hopefully soon South Bend) as being real competitors for high end investment towards quality of life and destination opportunities. The TDDs along both WLC and DT will incent and encourage privatized investment that will increase AV and also have the benefit of adding more dollars to the overall tax base which will assist the other taxing units.

**59) From [NAME REDACTED] to everyone: 1:36 PM**

Will any of the NICTD improvements have a secondary benefit for any of Indiana's IPR routes?

**60) From [NAME REDACTED] to everyone: 1:36 PM**

Is there inclusion for improving a defined process or improving the process for multimodal planning that would or could be done in connection with rail improvements, or that would be done to either in closes connection to a rail corridor, or to take advantage of improved passenger rail service. Currently there is a significant need for streamlining the process for getting railroads to work with local multimodal transportation projects.

**61) From [NAME REDACTED] to everyone: 1:37 PM**

South Bend - when will final route be designated? It must happen ASAP so private investment can be made wisely.

**62) From [NAME REDACTED] to everyone: 1:39 PM**

I apologize that I was having technical difficulties, and only was able to join at the end of the passenger rail updates. Did you all say that INDOT plans to include both IND-IND improvements to track and frequencies, as well as the development of the CHI-Ft. Wayne-COL in the state's rail plan?

**63) From [NAME REDACTED] to everyone: 1:40 PM**

Sorry, mean CHI-IND, not IND-IND (that one wouldn't be very helpful! :)

**64) From [NAME REDACTED] to everyone: 1:44 PM**

VR is one an absolute gem for our state and that area. There are real opportunities to create many methods for diversified commerce.



**65) From [NAME REDACTED] to everyone: 1:46 PM**

QUESTION: What are some other ways INDOT can help improve freight rail in Indiana?

**66) From [NAME REDACTED] to everyone: 1:46 PM**

Restrict train lengths

**67) From [NAME REDACTED] to everyone: 1:46 PM**

Grade crossing upgrades

**68) From [NAME REDACTED] to everyone: 1:46 PM**

Allow rail with trail

**69) From [NAME REDACTED] to everyone: 1:46 PM**

Be more involved in where new industries are locating. It's easier to build a facility where rail exists than to extend rail to it

**70) From [NAME REDACTED] to everyone: 1:47 PM**

At grade crossings are a large hinderance towards communities being welcoming.

**71) From [NAME REDACTED] to everyone: 1:47 PM**

Continue to advocate for the environmental benefits of moving goods via rail versus common carrier.

**72) From [NAME REDACTED] to everyone: 1:47 PM**

Improving grade crossings, introducing better ties and welding in certain areas, and improving speed.

**73) From [NAME REDACTED] to everyone: 1:47 PM**

Crossing upgrades in areas where new rail-served development is expected. River Ridge will see a significant increase in rail traffic with this new partnership.

**74) From [NAME REDACTED] to everyone: 1:47 PM**

Continue with the IRSF-much appreciated. Help fund crossing renewals. Very appreciative of the efforts INDOT provides the freight industry. It is an efficient way to move goods-thank you.

**75) From [NAME REDACTED] to everyone: 1:47 PM**

Financial contributions to infrastructure, particularly where it would benefit both freight and passenger rail operations.





**76) From [NAME REDACTED] to everyone: 1:48 PM**

More grade separations and crossing consolidations.

**77) From [NAME REDACTED] to everyone: 1:48 PM**

More Agriculture terminals

**78) From [NAME REDACTED] to everyone: 1:49 PM**

From an economic development standpoint, identify sectors which can utilize or produce/manufacture other materials which can be co-located. Decreases costs of transportation and creates synergies.

**79) From [NAME REDACTED] to everyone: 1:54 PM**

I apologize that I was having technical difficulties, and only was able to join at the end of the passenger rail updates. Did you all say that INDOT plans to include both CHI-IND improvements to track and frequencies, as well as the development of the CHI-Ft. Wayne-COL in the state's rail plan?

**80) From [NAME REDACTED] to everyone: 1:54 PM**

Will the slide deck be available, I came in late

**81) From [NAME REDACTED] to everyone: 1:54 PM**

Is there a full draft plan available for public review at this point. Where can that be found?

**82) From [NAME REDACTED] to everyone: 1:55 PM**

Awesome, thanks. Will do.

**83) From [NAME REDACTED] to everyone: 1:55 PM**

INDOT must develop requirements for how timely rail road entities must respond to local multimodal projects that connect in, or near rail corridors.

**84) From [NAME REDACTED] to everyone: 1:55 PM**

How soon might the improvements between Indianapolis and Chicago go online?

**85) From [NAME REDACTED] to everyone: 1:55 PM**

With the recent passage of expanding IN heavy truck permitting, how should we predict impact on freight rail?

**86) From [NAME REDACTED] to everyone: 1:55 PM**

I think there are some preliminary concepts but nothing thoroughly developed re CSX/Amtrak/WLC.



**87) From [NAME REDACTED] to everyone: 1:57 PM**

Is INDOT in position to take advantage of opportunities presented in the proposed Amtrak Connects US expansion plans? I understand that grants to restore and enhance passenger rail corridors may be available to states.

**88) From [NAME REDACTED] to everyone: 1:57 PM**

What I meant by NICTD secondary benefits to IPR, I mean, will any of those improvements be on existing IPR corridors?

**89) From [NAME REDACTED] to everyone: 1:59 PM**

Connectivity for passengers between Amtrak and NICTD stations in Dyer? Any plans?

**90) From [NAME REDACTED] to everyone: 1:59 PM**

Any thoughts on routing NICTD to stop at the Gary Airport Terminal?

**91) From [NAME REDACTED] to everyone: 2:01 PM**

There are various considerations to my knowledge and I think it would be smart to take advantage of the two lines being so close but there are a lot of moving parts on that which I speculate will involve the State/NICTD/IFA/RDA cooperating with Amtrak.

**92) From [NAME REDACTED] to everyone: 2:01 PM**

Would there be any plans in the future to introduce commuter rail into and around the Indianapolis area? There are several underutilized ROWs in between areas like Fishers to Indy, and other areas. Once people arrive in Indy, they need other options to get around.

**93) From [NAME REDACTED] to everyone: 2:05 PM**

While Amtrak's Connects US is a vision at this point, we've been told once they receive funding from the federal infrastructure investment being considered and/or surface transportation reauthorization, they will be talking with states/regions to move forward with the phases of their planned IPR build-out envisioned under Connects US.

**94) From [NAME REDACTED] to everyone: 2:07 PM**

Sorry if I missed it. Are there any plans to review the possibility of connecting Indianapolis to Louisville to Nashville via passenger rail?

**95) From [NAME REDACTED] to everyone: 2:08 PM**

Great, thanks



96) From [NAME REDACTED] to everyone: 2:10 PM

Thank you for hosting this meeting.





## Appendix C: Meeting Attendees

Company Name	Organization Type	Title	First Name	Last Name
Albion Township	Government	Town Manager	Tena	Woenker
All Aboard Indiana, Indiana Passenger Rail Alliance (IPRA)	Association	Editor	Todd	Bassler
Allen County	Government	Chief of Staff	Chris	Cloud
American Rail Club	Association	Member	Demetrius	Villa
Amtrak	Railroad	Senior Manager - State Corridors	Joe	Shacter
AMTRAK – Chicago Union Station	Railroad	Business Planning and Analysis Manager	Richard	Rogers
Ardmore Roderick	Consultant	Director of Rail and Transit	David	Parker
Area Plan Commission of Tippecanoe County	Government	Executive Director	David	Hittle
Area Plan Commission of Tippecanoe County	Government	GIS Specialist	Maureen	McNamara
ASC Group, Inc.	Shipper	Kentucky Regional Coordinator	Samiran	Chanchani
Bose McKinney & Evans LLP	Legal	Attorney	Douglas	Yerkeson
City of Crawfordsville, Indiana	Government	Mayor	Todd	Barton
City of Indianapolis	Government	Commission on Environmental Sustainability	Spencer	Garnier
City of Indianapolis - Department of Metropolitan Development	Government	Transportation Planning Administrator	Austin	Gibble
Crawford, Murphy & Tilly	Consultant	Project Manager	Nick	Batta
CSX	Railroad		Amanda	DeCesare
CSX	Railroad	Vice President, Government Affairs	David	Hall
CSX	Railroad	Director, Project Management	Tony	Bellamy
David P. Murphy Associates	Legal	Principal	David P.	Murphy
E & B Paving, Inc.	Shipper	Business Development Manager	David	Heyde
Faegre Drinker Biddle & Reath	Legal	Partner	Charlie	Richardson



Company Name	Organization Type	Title	First Name	Last Name
Fort Wayne Trails Inc.	Nonprofit	Executive Director	Megan	McClellan
HDR	Consultant	Strategic Communications Project Manager	Ameerah	Palacios
HDR	Consultant	Senior Freight Transportation Planner	Keith	Bucklew
HDR	Consultant	Vice President	Kevin	Keller
HDR	Consultant	Senior Railway Planner	Matt	Van Hattem
HDR	Consultant	Rail Section Manager   Associate Vice President ASCE Structural Engineering Institute President-Elect	Victor E.	Van Santen
Health by Design	Consultant	Transit and Mobility Program Manager	Melissa	Burgess
High Speed Rail Alliance	Association	Program Manager	Dylan	Hayward
HMB	Consultant	Division Manager	Rachel	Henry
IceMiller LLP	Legal	Practice Group Specialist	Michael	Flint
INAg LLC	Agriculture	Owner	Cresswell	Hizer
Indiana Passenger Rail Alliance/Bose McKinney & Evans LLP	Association	Board Member	Douglas	Yerkeson
Indiana Rail Road Company	Railroad	VP of Engineering	Peter	Ray
Indianapolis Metropolitan Planning Organization	Government	Planner	Danielle	Gerlach
Indianapolis Metropolitan Planning Organization	Government	Principal Planner	Jen	Higginbotham
INDOT	Government	Utilities and Railroad Manager Division of Utilities and Railroad	Bill	Plant
INDOT	Government	Technical Services Director INDOT Technical Services Department	Bill	Smith



Company Name	Organization Type	Title	First Name	Last Name
INDOT	Government	Project Manager	Bridgette	Hail
INDOT	Government	Railroad Administrator	Douglas	Gannaway
INDOT	Government	Work Zone Safety Engineer	Katherine	Smutzer
INDOT	Government	Rail/ Highway Safety Engineer	Kevin	Knoke
INDOT	Government	Multimodal Director	Kristin	Brier
INDOT	Government	Director of Hydraulics	Mark	Bailey
INDOT	Government	Communications Manager	Stephen	Slosarek
INDOT	Government	Senior Rail Project Manager, Rail Programs Office	Thomas	Rueschhoff
INDOT	Railroad	Program Manager	Venetta	Keefe
InfraMap Corp.	Consultant		John	Midyette
Kimley-Horn	Consultant		Ken	Remenschneider
Loch Group	Consultant		Shawn	Dikes
Louisville & Indiana Railroad	Railroad	Vice President	Jeremy	Kramer
Madison Railroad	Railroad	Director, Railroad Services	Casey	Goode
MG Rail	Railroad	General Manager	Chuck	Long
Michiana Area Council of Governments	Government	Principal Transportation Planner	Caitilin	Stevens
Midwest & Bluegrass Rail	Railroad		Jimmy	Kelley
Midwest Interstate Passenger Rail Commission	Association	Director	Laura	Kliewer
Naval Support Activity Crane	Government	Community Planning Liaison Office	Mark	Dobbs
Navigrade Consulting	Consultant		Derek	Zollinger
Nickel Plate Heritage Railroad	Railroad	Board of Directors	Toni	Dickover
NICTD - South Shore Line	Railroad	Procurement	Kelly	Wenger
Northern Indiana Passenger Rail Association	Association	Board Member	Tom	Hayhurst
Northern Indiana Passenger Rail Association	Association	Corporate Secretary	Curt	Sylvester





Company Name	Organization Type	Title	First Name	Last Name
Northern Indiana Passenger Rail Association (NIPRA)	Association	President	Fred	Lanahan
Northwest Indiana Regional Development Authority	Legal	Counsel	Sebastian	Smelko
OmniTRAX, Inc.	Shipper	Executive Vice President Corporate Development & Strategic Accounts	Scott A.	Brinner
Percheron, LLC	Consultant	Director – Business Development	Cara	Burch
Percheron, LLC	Consultant	Managing Director	Carmelita	Delgado
Railway Supply Institute	Association	Managing Principal	Andrew	Miller
River Ridge Development Authority	Economic Development	Deputy Director	Devin	Hillsdon-Smith
Showpiece Solutions	Consultant	CEO/Founding Leader	Jeremiah	Shirk
State of Indiana House of Representatives	Government	District 59 Elected Official	Rep. Ryan	Lauer
Steel Dynamics Sales North America   Long Products Group	Shipper	Regional Sales Manager	Devon	Rush
Superior Construction	Shipper	Senior Estimator / Project Manager	Aaron	Graham
Synthesis Incorporated	Consultant	Forensic and Technical Architect	Bruce	Anderson
Taft	Law Firm	Partner	Russell	Menyhart
The Darden Group, LLC	Consultant	President	Akilah W.	Darden
The Indiana Rail Road Company	Railroad	General Manager - Maintenance Right of Way	Bernie	Guerrettaz
Tippecanoe Solid Waste District	Government	Recycling Educator	Amy	Krztan-Presson
V3 Companies	Consultant	Senior Project Manager – Land Development	Brian	McMorrow
Vanderburgh County Engineer	Government	Assistant County Engineer	Jesse	Swain
Vermillion Rise Mega Park	Economic Development	Executive Director	Bob	Grewe



Company Name	Organization Type	Title	First Name	Last Name
Warren County Local Economic Development Organization (LEDO)	Economic Development	Executive Director	Ben	Dispennett
	Community	Resident	Kenneth	Edwards
	Community	Resident	Stan	Crider
		Call-in Participant		
		Call-in Participant		
		Call-in Participant		
		Call-in Participant		
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